

Busses Serve Strike-Bound Queens Region

Operatives Flatly Refuse Increase of Five Cents an Hour, Holding Out for an Eleven Cent Raise

Few Use City Vehicles

Mayor Hylan Asks Action Taken Toward Revoking Franchise of Company

The cars of the Manhattan & Queens Traction Company, which run from Jamaica to Fifty-ninth Street and Second Avenue through Brooklyn, Elmhurst, Kew Gardens and Long Island City, were still idle yesterday because of the strike which started last Friday. The men continue to reject the proposed increase of 5 cents an hour made by the company and insist on an 11-cent per hour raise, which the company says it is unable to pay.

Mayor Hylan has ordered an investigation for the purpose of revoking the franchise of the traction company.

Grover A. Whalen, Commissioner of Plans and Structures, set municipal busses to covering the unruled route yesterday. The few passengers who made use of them say they expected, at first, nothing but placards on them stating the rate of fare to ride from Jamaica to New York for five cents and were requested to pay ten.

Officials of the company remarked at the hearing before Public Service Commissioner Alfred M. Barrett yesterday afternoon to investigate the reasons for the discontinuance of operations, that they would charge a ten-cent fare to Jamaica when the inoperative line charged five cents, and the city imposed an increase in fare to the five-cent line. The Manhattan & Queens Traction Company seeks a zoning system which will make the total fare from New York to Jamaica thirteen cents.

Authorized by Whalen

Mr. Whalen said that the ten-cent fare on the busses was authorized by him. Many persons thought that the drivers of these busses were charging the extra nickel unknown to Whalen. He said that as soon as it became evident that the busses would be well patronized—that is, if the larger part of the 14,000 persons who used the trolley line in one day rode in the busses—he would reduce the fare to five cents.

The busses traveling practically empty yesterday. This Mr. Whalen attributed to the conduct of the drivers of the service who began. People did not know about it, he said.

There are twenty-seven busses traveling the route of the inactive line. Mr. Whalen said that this route is divided into two bus lines. One extends from Fifty-ninth Street to Elmhurst, the other from Elmhurst to Jamaica.

"We will continue to run," said Mr. Whalen. "I do not see the trolley line is out of commission."

Residents of the districts in the way of the bus and trolley line did not seem to be greatly inconvenienced yesterday. They used the Long Island Railroad and the B. R. T.

Watson B. Robinson, counsel for the receivers for the Manhattan & Queens Traction Company, said that the only reason for the cessation of operations was the lack of funds. The men will not return to work unless they get an increase that will mean \$1,300 a month to the company. W. B. Duncan, general manager of the line, said it could not be afforded. He said the deficit for the first six months of 1920 had been \$1,300,000, and that he would have to grant the employees the same when they demand the deficit for a like period would be \$33,000. He said that \$133,000 would be needed to put the company in fair operating condition.

F. A. Adler, auditor for the company, said that there was \$20,000 on hand when the men quit last week. At the same time, he said, the company had outstanding debts amounting to \$18,000.

Mr. Robinson earnestly requested

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Navy Orders

From The Tribune's Washington Bureau

WASHINGTON, Aug. 16.—Navy orders issued to-day were:

Bain, Lt. C. G. to S. S. Edson

Faison, Gun. to duty under Dist. Radial Material Officer, Charleston, S. C.

Lind, Lt. E. V. to duty Bureau Engg.

Hicks, Lt. J. C. to U. S. S. Nitro.

McKeein, Lt. J. R. to Naval Tra. Sta., San Francisco.

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City May Revoke Charter

M. Maldivi Fertig, Assistant Corporation Counsel, said that if the line did not operate under the terms of its charter the city would revoke it and provide means of transportation.

Maldivi has addressed a letter to Corporation Counsel J. P. O'Brien last night, saying:

"I understand that there is a strike on a certain trolley line in Queens. The company states, if quoted correctly, that they will not attempt to run the line so that the people can be accommodated. Their purpose evidently is to force the authorities to give them an increased fare."

The conference before Commissioner Barrett yesterday had nothing to do with an increase in fare. It was intimated that that would come up next week.

Army Orders

From The Tribune's Washington Bureau

WASHINGTON, Aug. 16.—Army orders issued to-day were:

Infantry

Young, Capt. J. R. to Hoboken, N. J.

Williams, Col. E. to Camp Meade.

Dean, Col. J. T. to Panama.

Black, Lt. Col. H. B. to office chief sig.

Wagner, Lt. Col. H. S. to Camp Grant.

Neelert, Lt. O. W. to general service school.

Field Artillery

Whisman, Lt. A. G. to Camp Grant.

Barber, 2d Lt. L. R. to 1st Div.

Cavalry

Conrad, Col. W. M. to office director of sales.

Long, Lt. H. F. to Honolulu.

Gordon, Lt. W. F. H. to Camp Sherman.

Coast Artillery

Stern, Capt. J. to Ft. Warren.

Hill, Lt. Col. J. to Camp Busters.

Brumbaugh, Lt. J. to Camp Busters.

Weeks, Capt. L. D. W. Jr. to Camp Travis.

Signals

Drake, Lt. J. H. to Camp Gordon.

Lytle, Lt. W. F. to Camp Dix.

Johnson, Lt. W. H. to Camp Grant.

Swartz, Lt. T. W. to Camp Princeton.

Harris, Lt. E. O. to Washington.

Detachments

Price, Capt. A. to Fairfield, Ohio.

Wunderlich, Maj. F. R. to Camp Funston.

Medical Corps

Finnegan, Brig. Gen. J. M. T. relieved from

Whitehead, Col. H. C. to Lexington, Ky.

Whitehead, Maj. S. B. to Ft. Sam Houston.

Modder, Maj. E. H. to Camp Bragg.

Pitman, Capt. F. Pickens, Ft. Barrancas, Fla.

Stark, Capt. A. to Camp Bracken.

Honorable Discharged

Crowshay, Lt. J. R. U. S. A. to Camp Grant.

McGlamery, 2d Lt. E. G. Inf. to Camp Grant.

Minger, Capt. E. W. Adj. Gen's Dept. to Camp Grant.

Stephens, Capt. E. W. Adj. Gen's Dept. to Camp Grant.

Ward, Lt. H. H. to Camp Grant.